Section 4. LOCAL AIRPORT ADVISORY

4-4-1. GENERAL

Local Airport Advisory (LAA) is a terminal service provided by designated facilities located at airports without an operating control tower.

4-4-2. LAA ELEMENTS AND PHRASEOLOGY

a. State the airport name and the words, Airport Advisory.

PHRASEOLOGY-
(Airport name), AIRPORT ADVISORY.

b. Provide the information as appropriate, sequencing the elements in the following manner or to best serve the current traffic situation:

1. Wind Direction and Velocity from Direct Reading Instrument. Provide as follows:

(a) In 10-degree increments.

(b) Variable wind direction when winds are varying 60 degrees or more.

(c) To the nearest knot. If wind speed is 3 knots or less, report wind as light and variable.

(d) Gust information when there are 10 knots or more between peaks and lulls.

2. Favored or Designated Runway.

(a) Select the runway most nearly aligned into the wind. If there is no wind, select the runway currently in use or the runway favored by shorter taxiway or other local consideration. When airport management has designated a runway to be used under certain wind or other conditions (and has informed the FSS in writing), issue runway information accordingly.

PHRASEOLOGY-
FAVORING RUNWAY (runway number).

FAVORED RUNWAY (runway number).

(b) When a pilot advises he/she will use a runway other than the favored or the designated runway, inform all known concerned traffic.

PHRASEOLOGY-
ATTENTION ALL AIRCRAFT. (Aircraft type) DEPARTING/LANDING RUNWAY (number).

(c) If a pilot requests the distance between an intersection and the runway end, furnish measured data from the local airport intersection takeoff diagram or other appropriate sources.

3. Altimeter Setting.

(a) Issue altimeter settings to all aircraft except scheduled air carriers or to aircraft operators who have requested this omission in writing.

(b) Apply special procedures when the altimeter setting is more than 31.00 inches Hg. Stations with the capability of reading altimeter settings above 31.00 Hg. shall issue altimeter settings.

PHRASEOLOGY-
ALTIMETER IN EXCESS OF THREE ONE ZERO ZERO. HIGH PRESSURE ALTIMETER SETTING PROCEDURES ARE IN EFFECT.

4. Weather. Issue weather information as follows:

(a) Ceiling and visibility to VFR aircraft when less than basic VFR conditions exist.

(b) Visibility to VFR aircraft when it is less than three miles in any quadrant.

(c) Touchdown RVR/RVV for the runway in use where RVR/RVV readout equipment is located at the inflight position providing local airport advisory.

(d) To IFR aircraft executing an instrument approach or departure and to the appropriate control facility when visibility is less than 3 miles or when the ceiling is less than 1,000 feet or below the highest circling minimum, whichever is greater.

5. Weather advisory alert. Provide in accordance with subpara 4-3-5a.

PHRASEOLOGY-
(Advisory description) IS CURRENT FOR (condition) OVER (area).

6. Density Altitude.

(a) Facilities at airports with field elevations of 2,000 feet MSL or higher, transmit a density altitude advisory to departing general aviation aircraft whenever the temperature reaches the criteria contained in TBL 2-2-1.

PHRASEOLOGY-
CHECK DENSITY ALTITUDE

(b) Omit this advisory if pilot states the computation has been done or if the specialist is aware that a density altitude computation for that aircraft was included in the preflight briefing.

7. Traffic. Factual information about observed or reported traffic which may constitute a collision hazard. This may include positions of aircraft inflight or aircraft and vehicles operating on the airport.

PHRASEOLOGY-
TRAFFIC (Aircraft type), (position), (minutes) AGO.

8. Wake Turbulence. Issue cautionary information to any aircraft if in your judgment wake turbulence may have an adverse effect on it.

PHRASEOLOGY-
CAUTION WAKE TURBULENCE (traffic information).

NOTE-
Wake turbulence may be encountered by aircraft in flight as well as when operating on the airport movement area. Because wake turbulence is unpredictable, air traffic personnel are not responsible for anticipating its existence or effect.

9. NOTAM. NOTAM's concerning local NAVAID's and field conditions pertinent to flight.

EXAMPLE-
"All runways covered by packed snow 6 inches deep."

10. Braking Action. Furnish braking action reports as received from pilots or airport management to all aircraft as follows:

(a) Describe braking action using the terms fair, poor, or nil. If the pilot or airport management reports braking action in other than the foregoing terms, ask them to categorize braking action in these terms.

(b) When known, include the type of aircraft or vehicle from which the report is received.

EXAMPLE-
"Braking action poor."
"Braking action poor, reported by a Cessna Four-Oh-One."

(c) If the braking action report affects only a portion of a runway, obtain enough information from the pilot or airport management to describe braking action in terms easily understood by the pilot.

EXAMPLE-
"Braking action poor first half of Runway Six, reported by a Gulfstream Two."

"Braking action poor Runway Two-Seven, reported by a Boeing Seven Twenty-Seven."

NOTE-
Descriptive terms, such as first/last half of the runway, should normally be used rather than landmark descriptions, such as opposite the fire station, south of a taxiway.

11. Runway Friction. Provide runway friction measurement readings/values as received from airport management to aircraft as follows:

(a) At airports with friction measuring devices, provide runway friction reports, as received from airport management, to pilots on request. State the runway number followed by the MU number for each of the three runway zones, the time of the report in UTC, and a word describing the cause of the runway friction problem.

EXAMPLE-
"Runway two seven, MU forty-two, forty-one, twenty-eight at one zero one eight ZULU, ice."

(b) Issue the runway surface condition and/or the runway condition reading (RCR), if provided, to all USAF and ANG aircraft. Issue the RCR to other aircraft upon request.

EXAMPLE-
"Ice on runway, R-C-R zero five, patchy."

NOTE-
USAF has established RCR procedures for determining the average deceleration readings of runways under conditions of water, slush, ice, or snow. The use of RCR code is dependent upon the pilot's having a "stopping capability chart" specifically applicable to his aircraft. USAF offices furnish RCR information at airports serving USAF and ANG aircraft.

12. Do not approve or disapprove simulated instrument approaches.

4-4-3. CHARTS

Keep charts depicting runways, local taxi routes, intersection takeoff information, airport traffic patterns, and instrument approach procedures convenient to the airport advisory position.

4-4-4. AUTHORIZED LAA FREQUENCY

Provide LAA on 123.6 or 123.65 at nontower locations and on the tower local control frequency at an airport with a part-time FAA tower when that facility is not operating. If a pilot calls on another frequency, issue advisories on the frequency to which the pilot is listening, in addition to the appropriate LAA frequency. Encourage the pilot to guard the LAA frequency or tower local control frequency while approximately within a 10-mile radius of the airport.

NOTE-
In situations where the inflight position is split, advise pilot of appropriate frequency to obtain LAA.

PHRASEOLOGY-
FOR FURTHER AIRPORT ADVISORY AT (airport name), MONITOR (frequency) WITHIN ONE ZERO MILES.

4-4-5. REQUEST FOR LAA AT AIRPORT WHERE LAA SERVICE IS UNAVAILABLE

Advise the pilot that LAA service is not available. Issue CTAF frequency, if available. If CTAF is not available, issue most current surface condition and altimeter.

PHRASEOLOGY-
(Airport name) AIRPORT ADVISORY NOT AVAILABLE. CONTACT (airport name) CTAF (frequency).

4-4-6. TRAFFIC CONTROL

When there is no control tower in operation and a pilot appears unaware of this fact, inform him as follows:

PHRASEOLOGY-
NO CONTROL TOWER IN OPERATION.

4-4-7. AIRCRAFT EQUIPMENT CHECKS

When requested, provide observed information.

PHRASEOLOGY-
LANDING GEAR APPEARS TO BE DOWN AND IN PLACE.